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SOVIET UNION MILITARY-ECONOMIC REPORT

Translated from the German Report

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During the Second World War the German Signal Intelligence Control Center of the Staff of the Chief of Army Signal Service (HNW, LNA) issued a series of reports to show the USSR military-economic situation as reflected in Russian internal plain language traffic. A total of 145 reports, [redacted] appeared at short, irregular intervals, usually six per month, for the period October 1942 - March 1943. [redacted] include mostly daily reports for March 1943 as well as a few monthly reports covering the latter part of 1942 and the early part of 1943. The last four reports, [redacted] summarize Soviet economic activities for periods of three to nine months in 1943 and 1944.

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Military-Economic Report
Peoples' Commissariat for the River Fleet
(Based on domestic radio traffic in October 1942)

I. Transport Situation

(1) The Peoples' Commissariat for the River Fleet fulfills an important function within the sphere of transportation with the opening of the waterways. The waterways network through the river routes is to be considered the most important method of transportation in the north-south directions. Because of the war and the increased requirements on means of transportation, the NKRF encounters difficulties, for which solutions are sought by centrally directed measures with all available manpower. Among other things, the State Authorities of the Waterways Regions are being held responsible for the nonfulfillment of the transport of the new harvest. In addition, they are to avoid "unproductive lay-up times" of ships, which arise from freight delays, or from non-self-propelled ships waiting for tugs. The chiefs of the offices of the NKRF are personally responsible for carrying out this order.

(2) In order to reduce the passenger ship traffic in the western region and thereby produce more shipping space, passenger tickets in directions to and from Moscow, can only be issued to passengers, who have procured special passes issued by the military authorities.

(3) In addition, civilians may take along as baggage the following quantities of food: adults, 16 kilos, children, 8 kilos. Exceptions are: civilians who have their own gardens, kolkhoz members, conscripted workers with "natural rewards" and kolkhoz members who bring food to the city for market purposes. All other shipments of food, if not accompanied by a permit from the Peoples' Commissariat for Procurement, are seized by militia groups and "liquidated." These reductions are applied in all probability as a first priority against the hoarders of food.

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(4) In spite of the stringent measures, however, there are numerous instances of transport irregularities. In Semipalatinsk many barges had a waiting period of 8-13 days through the fault of various Peoples' Commissariats, who appear as customers. Omsk requires more railway cars than it needs for its freight. Novosibirsk moves rafts for all organizations, but refused to make tugs available for the Peoples' Commissariat for Defense. In addition, Novosibirsk refused, because of the lack of fuel, to carry out the transport of grain in the Barnaul rajon. The claim of the shortage of fuel is unfounded according to the view of NKRF Moscow. In Molotov rajon the entire output of a plant, 820 tons, was stored in the open for want of tonnage for transport.

(5) On the basis of intercepted messages, similar occurrences cannot be considered as exceptions for one must also consider that, in the Soviet Union even before the commencement of hostilities, similar cases were the order of the day.

(6) The extent of transport in the first ten days of October is, according to plan, as follows for a few offices of NKRF:

1. Krasnoyarsk:

Total:	32,000 tons	21,000,000 ton/kilometers
Of which:	9,000 "	bread grains
	5,000 "	timber (ship transports)
	8,000 "	sugar beets

2. Semipalatinsk:

Total:	25,000 tons	9,000,000 ton/kilometers
Of which:	5,000 "	bread grains
	2,000 "	salt
	10,000 "	alumina
	2,000 "	oil

3. Omsk:

Total:	77,000 tons	65,000,000 ton/kilometers
Of which:	25,000 "	bread grains
	30,000 "	timber (ship transports)
	10,000 "	timber (floated)
	5,000 "	salt
	3,000 "	oil

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(7) In addition, transports are required to satisfy demands, which are the result of operations by German troops at Stalingrad and in the Caucasus. The principal part of the freight space is allotted to the shipment of raw materials which were originally directed to the factories of Stalingrad and other occupied, viz., threatened districts.

(8) In particular the transport fleet in some bases was employed as follows:

(a) Timber transports:

1. Moscow. For the purpose of shipping timber for Moscow 18 barges were to be made available for the Upper Volga Steamship Agency and 15 barges for the Moscow-Oka Steamship Agency. Four barges were made available for the Upper Volga Steamship Agency, six are being loaded, and five are still to be made available. The remaining three barges shall be provided by the Steamship Agency itself.

In September and in the first half of October 1942 the following quantities of firewood were transported to Moscow in terms of thousands of cubic meters:

Ships of the Middle Volga Steamship Agency - 144.7

- (a) September - 94.1
- (b) October - 46.7
- (c) in transit - 3.9

Ships of the Moscow-Oka Steamship Agency - 16.4

- (a) September - 15.2
- (b) October - 1.2

In addition by ships of the Middle Volga Steamship Agency in October - 15.7

2. Gorkij transported sawn timber for the plants and shipyards of the NKRF.

3. Kujbyshev, among other things, is to assure the transport of 25,000 cubic meters of coniferous timber to Volsk and transport 3,500 cubic meters of construction timber from Belyj Yar to Gorkij (Raznezhe) for the purpose of building a dock.

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4. Molotov furnished the following amounts, in cubic meters, of floated timber for the purpose of ship construction:

Uralsk	1,085
Lower Volga Steamship Agency	32,750 plus 2,298
Uretsk	210
Volgatanker	907
Kama Steamship Agency	21,400

The Upper Volga Steamship Agency accepted 10,000 cubic meters of this amount for transport by its fleet. Moreover, the Kama Timber Camp had not fulfilled the plan for May 1942.

5. There are 28,000 cubic meters of timber in the Vyatka area. In addition, 14,000 cubic meters were left abandoned.

6. Omsk is to make barges available for the workshops in Pavlodar for 1,000 cubic meters of floated timber. The timber transport (ship transport) in the Omsk region was reported as unsatisfactory.

7. In the Angara-Enisej Basin 153,000 cubic meters of timber (by ship transport) were to be transported.

(b) Food transports:

Products of the new harvest such as sugar beets and potatoes were mainly identified in October, and also fish products and salt.

(c) Grain transports:

1. Gorkij was to make available for the transport of bread grains from Stalingrad Oblast' 10 barges each of 100 to 400 tons capacity.

2. Kujbyshev accepted the following transports of millet:

400 tons from Bannovki to Yaroslavl
300 tons from Zolotoe to Yaroslavl
500 tons from Rovnoe to Rybinsk
300 tons from Sosnovka to Rybinsk
800 tons from Yablovka to Kostroma
1,000 tons from Barataevy to Kostroma
Total 3,000 tons

and bread grain:

150 tons to Kamyshin
4,000 tons to Nizhnaya Dobrinka
1,000 tons to Ilovatka
1,300 tons to Bykovo
600 tons to Zolenyj Zaton
(all probably from Stalingrad Oblast')

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3. Uralsk transported up to the end of navigation 3,000 tons of grain from Uralsk to Gurev.

4. Novosibirsk is to transport the grain harvest from the Chulym area.

5. In Omsk the grain elevators are overfilled, the grain lies in the open on the ground. Transport equipment was to be made available immediately.

6. Blagoveshchensk, in order to correct arrears of September, is to transport in October 50,000 tons of grain with 20,000,000 ton/kilometers.

(d) Oil transports:

1. From Ufa the amount of mazut to be transported away in October will presumably amount to 40,000 tons.

2. Ulan Ude and Krasnoyarsk were criticized for not having made tonnage available for oil transports from Slobino and the Selenga.

3. Katanga petroleum has been transported from Khabarovsk.

II. Production

(9) The industrial plants subordinate to the NKRF, principally the ship repair yards and the wharves, are concentrating on military production, particularly the construction of ships on orders of the N. K. of the Navy.

(10) The wharf of the Volodarsk district is to rebuild the following ships for the N. K. of the Navy:

"Decree of 25 October"
"Proisvodsvennik"
"Partkommuna"
"Krasnyj Dagestan"
"Karl Marx"
"Turksib"

In addition, the wharf assumed responsibility during the winter to build three barges "above plan," each of 300 tons capacity.

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(11) The NKRF wharf in Raznezhe near Gorkij is to process 100,000 cubic meters of timber annually.

(12) The shipyard in Gorodets, near Gorkij, is to accept for wintering 20 self-propelled ships with a total of 4,136 horsepower, 30 non-self-propelled ships with a total tonnage of 26,791, and 11 anchor ships.

(13) The NKRF Plant in Kujbyshev is accepting the rebuilding of the "Stalinskaya Konstitutsiya." It is not known whether this rebuilding concerns equipment for hospital ships or river gunboats.

(14) On orders of the Chief Directorate of Artillery for the Red Army (GAUKA) gun shields are to be produced as follows:

<u>NKRF Plant</u>	<u>Quarter</u>		
Ufa	fourth	600 shields	200 per month
Kujbyshev	"	550 "	250 in October and 150 each in November and December

In addition, Kujbyshev is to complete 1,550 shields.

(15) The shipyards in Borovaya, Cherdyn, Usole, and Orel (all in Molotov Oblast') are to construct barges.

(16) Shipyards which are situated in Siberia and in the Far East will be utilized principally to repair the fishing fleet and supplement it through new construction.

(17) In the production plan of all NKRF plants, quite naturally a large share is devoted to the manufacture of spare parts for ships (stems, rudders, ribs, etc.).

(18) The production program continues to suffer from various abuses. The Gorodets shipyard completed only 33 percent of Shipbuilding Plan "62" for the first 10 days of October. Ust Usa completed only 27 percent of the plan for the production of construction parts and 60 percent for motors.

(19) In order to assure the completion of the most important armaments orders in spite of all the difficulties, the workers are being spurred on by wage

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incentives. In the NKRF Plant in Saratov the wages for each worker were increased by the institution of calculations for each work shift on the following scale:

for 1 - 5% up to 30% increase
for 6 - 10% up to 60% increase
over 10% up to 100% increase.

The Director, his deputy in supply affairs, the Chief Engineer, the Chief Technologist, and the Chiefs of the Technical Divisions receive on the 100 percent fulfillment of the plan a bonus equal to a month's salary. For every 100 completed units produced in excess of plan, the plant will be paid 10,000 rubles as a bonus for the workers.

III. Personnel Situation

(20) The personnel situation within the NKRF is likewise strained by the war. Attempts are being made to regulate the situation by increasing the work period, etc. The NKRF for example, stipulates a 66 hour work week for women. Another plan calls for recruiting employees with their families into work outside the regular working time. Since "at this time there is no possibility of procuring a labor force under a centralized system for the NKRF shipyards", requirements are to be met by the employment of young girls. Releases will be designated as "suitable" only from Party organs (politically undesirable elements and others) and are only to be carried out if the operation will not be destroyed thereby. The NKRF in Moscow is attempting to correct the labor shortages and states that chiefs of individual enterprises are responsible for the workers' pool. However, the NKRF supports them by the promulgation of orders similar to those mentioned previously. Tracing the nonfulfillment of labor plans to the labor shortage was not accepted on principle. However, in order to make a labor pool possible, the workers of the NKRF are exempt from military service. The Peoples' Commissariat for Defense has, for example,

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given no indication to induct exempted laborers up to 27 years of age. "Traveling personnel," who are installed in other work after the conclusion of navigation (this is to be 100 percent completed), were automatically exempt from military service for 1943. The NKRF offices are ordered to refuse the free delivery of such people to the Oblast" Military Commissariats. In addition, personnel who are doing particularly heavy work receive additional rations for extra work. There are, for example, the workers of the hot metal working divisions who were given a supplemental (non-rationed) hot meal. Each person was given for this: 50 grams of meat (or fish), 10 grams of fat, 50 grams of barley. Firemen, who were on ships with wood firing, received supplemental compensation in the following amounts: 400 grams of bread, 100 grams of meat or sausage, 20 grams of sugar, 20 grams of tobacco. Ship firemen, who perform more work by the conversion of the ships from oil or coal firing to wood firing, received a compensation that guarantees them from October on, for the next 5 months, a wage increase of 30 percent.

(21) Stakhanov schools were organized for untrained and trained workers to raise the quality of work and to create specialists. The following are being made available:

<u>Office</u>	<u>Beginners</u>	<u>Advanced</u>
Krasnoyarsk	220 men	100 men
Ulan Ude	30 "	15 "
Yakutsk	90 "	90 "
Blagoveshchensk	90 "	50 "
Khabarovsk	170 "	100 "

(22) In order to make certain of additions to the labor forces, trade schools are being organized in which young workers receive their technical training. Plant "Chapaev" in Uralsk has a school with an enrollment of 100 men, of whom 35 were boiler smiths, 30 machinists, and 35 ship carpenters. Blagoveshchensk has 81 men, of whom 24 were shipbuilding technicians, 35 ship pilots, and 22 boiler smiths. The actual success of such schools still is

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questionable if one considers the following report of Plant "Kirov" in Arkul
not as an exceptional case:

Arrived, 202 young workers
Transferred to the Vyatka Steamship Agency, 53 young workers
Called up for military service, 55 young workers
Forcibly detained, 50 young workers
Total present on 1 October, 44 young workers

Of the 53 young workers transferred to the Vyatka Steamship Agency;

enrolled 21
transferred to the plant, 13
forcibly detained, 9
present, 10

IV. Supply Situation

(23) On the question of the supply of motor fuel, the main theme concerns the conversion of motors and ships to "locally available" fuels, since through the loss of the Don Coal and of the blockading of the Volga neither high grade coal nor oil in any considerable amount could be supplied. In the course of saving fuel the following measures were instituted:

1. widespread substitution of gas generators in factories, shipyards and power stations,
2. extensive conversion of ships to wood firing (note to Point 2: The Vyatka Steamship Agency was criticized, because, contrary to all other steamship agencies, it had not completed the full conversion to wood firing),
3. rebuilding of all autos to wood-gas operation,
4. idling of all ships using liquid fuels with the exception of the hospital transports,
5. the report for fuel of all types is, in comparison to 1942, to be at least 5 percent less for each type.

(24) To the saving of fuel belongs also the measures for the reduction of electricity, which are to be instituted by an order of 22 October. The choice of the measures themselves is left to the management of the offices. On the other hand there were complaints prior to 22 October of the shortage of electric power. The production of Plant "Burlak" in Molotov was destroyed, since the

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electric power was systematically cut off despite the larger limits. The ship repair yard in Omsk has received no electricity for some months, although it may use 200 kw. daily.

(25) In October the following allotments of fuel were reported:

1. Liquid motor fuel and lubricants:

Gorkij	50 tons motor oil
	5,000 " mazut
Tatar ASSR	5,130 " "
	1 ton petroleum
Kujbyshev	3,900 tons auto gasoline
	1,450 " petroleum
	465 " motor oil
	3,200 " mazut

This allotment was divided as follows:

Steamship Agency	1,200 tons auto gasoline
	200 " petroleum
	450 " motor oil
	3,200 " mazut
Volgatanker	0 ton petroleum
Waterways Oblast' Directorate	4 tons petroleum
Industrial Timber Economy	2 tons auto gasoline
	5 " petroleum
	3 " motor oil
Steamship Agency Technical School	0.1 ton petroleum
Central Research Institute of the NKRF	0.5 ton petroleum
	10 tons motor oil
Auxiliary Industrial Installations of the NKRF	0.4 ton auto gasoline
	1.8 tons petroleum
Department for the Distribution of Goods and Supply	0.2 ton auto gasoline
	0.5 " petroleum
Saratov NKRF Plant	1.8 tons petroleum
	100 " mazut
Kirov	5.3 tons petroleum
	0.5 ton ligroin
	10 tons motor oil

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Molotov	14.7 tons petroleum
	1.2 " gasoline
	20.5 " Diesel oil
1,300	" mazut
450	" motor oil (of which for the plant, 250 tons)
Udmurt	0.3 ton petroleum
	0.1 " gasoline
West Kazakhstan	3 tons petroleum
	5 " oil
Gurev Rajon	0.5 ton petroleum
Chkalov Rajon	0.5 " "
Ust Usa	2 tons petroleum
Omsk	16 tons "
Semipalatinsk	9 " "
Pavlodar	5 " "
Novosibirsk	11 " "
Altai Oblast'	4 " "
Irkutsk	5.0 tons petroleum
Khabarovsk	6.3 " auto gasoline
	35.2 " petroleum
	200 " ligroin
	1.0 ton Diesel motor fuel
	2.0 tons motor fuel
Chardzhou	150 tons mazut

Gorkij, Kazan, and Kamuste are each to receive, according to an order of 18 October, 150 tons of motor oil on the account of the November quota.

2. Coal

Kama Steamship Agency	total 5 transport trains (of which 3 to Kambarka 2 to Levshino)
Lower Irtysh Steamship Agency	total 6 transport trains (of which 5 to Kolomsino, 1 to Tyumen)
Upper Irtysh Steamship Agency	total 4 transport trains (of which 2 to Semipalatinsk, 2 to Pavlodar)

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West Siberian Steamship Agency total 5 transport trains (of which
1 to Barnaul, 2 to Novosibirsk,
2 to Cheremohniki)

Omsk for the first 10 days of October 6,000 tons (4,000 tons of
Cheremkhovo coal and 2,000 tons of Kuznetsk coal).

Kubyshev received 1,000 tons of Kuznetsk coal; a second transport
of about the same amount is under way.

The NKRF Plant in Semipalatinsk is authorized for the fourth quarter
60 tons of coke: October 15, November 30, December 15 (tons).

In the Coal Supply the distribution of coke is particularly difficult,
for earlier only the Kuznetsk coal was suitable for coking and
the coal from Cheremkhovo is being processed for coke for the
first time.

3. Timber

As firewood for ships the following quantities were allotted to some
steamship agencies:

Kama Steamship Agency	60,000 cubic meters
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Vyatka Steamship Agency	40,000 " "
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Chkalov Oblast' (own supply) estimated	2,000 " "
for October cut (as of 15 October)	500 " "

Kazakhstan Oblast' (own supply) estimated	2,000 " "
for October cut (as of 15 October)	1,700 " "

Directorate of the Upper Irtysh Steamship
Agency from the NK for the Timber
Economy for ship rafts

(a) September	400,000 tons
(b) October	132,000 "

for transport of timber by ships

(a) September	300,000 tons
(b) October	90,000 "

Lower Irtysh Steamship Agency (own supply), from Omsk Oblast' of	76,000 cubic meters
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which (a) in fourth quarter,	
to procure	30,000 " "
to transport	25,000 " "

(b) in first quarter 1943,	
to procure	15,000 " "
to transport	17,000 " "

For ship construction and for ship repair purposes the following
quantities were allotted:

(a) Gorkij	
received from "Cherepovets Forest"	11,000 cubic meters

the plant "Ulyanov Lenin" received thereof	3,000 " "
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the "Svoboda" sawmill received from			
the NKRF, Gorkij	5,000	cubic meters	
and furnished to the Volodarsk	3,000	"	"
Oblast'			
and to the Upper Volga Steamship			
Agency	2,000	"	"

the Upper Volga Steamship Agency re-			
ceived supplemental from the saw-			
mills "Respublikanets" and "Krasnaya			
Zvezda"	620	"	"

- (b) the Kama Steamship Agency was to be allotted 6,000 cubic meters
- (c) Ufa furnished the ship repair yard "October Revolution" 450 tons of special wood packing
- (d) Vologda furnished a total of 1,700 cubic meters including 200 cbm. to the shipyard "Komsomolskaya Pravda."
- (e) Omsk furnished to the ship repair yards in its area 20,000 cubic meters
- (f) Irkutsk shipped to ships repair at Semipalatinsk 5 cars of wood packing.
- (g) Alma Ata is to deliver 500 cubic meters of sawn timber to Semipalatinsk
- (h) Chardzhou will receive 11 cars of poles

An unplanned use of timber out of the balances of the plant is basically forbidden.

Novosibirsk is criticized, since through the exclusive fault of the Steamship Agency the plants in Novosibirsk and Bobrovsk received no timber.

4. Food

Food was distributed in October to the Department for the Distribution of Goods and Supply as follows: (a) barley, (b) fish products, (c) meat products, (d) butter, (e) vegetable fats, (f) sugar, (g) sweets - all in dz (100 kilograms):

	a	b	c	d	e	f	g
Moscow Volga Canal	27						
Volodarsk Shipyard	28						
Upper Volga Steam-							
ship Agency	499	400					

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	a	b	c	d	e	f	g
Gorodets Mechanical Plant	97	10					
Gorodets Shipyard	32	40					
"Molotov" Ship Repair Yard	33	36					
Plant "Teplokhod"	31	36					
Gorkij Shipyard	29	36					
Plant "Ulyanov-Lenin"	29	36					
Molotov	367						
Udmurt ASSR	50						
Tatar ASSR	61	45	46	7	14	13	24
Kujbyshev		391	445	50	183	118	158
Saratov		234	261	25	120	70	106
Kirov	60						
Gurev	50						
Semipalatinsk		148	66	35	22	8	98
Krasnoyarsk	150						
Rybacha (4th quarter)		16	14	1	7	5	14
Plant 38 in Arkul	Vegetables, 3,000 tons						

5. Consumer goods

Consumer goods received by the individual divisions for Distribution of Goods and Supply of the NKRF for the fourth quarter (in thousands of rubles): (a) Gorodets, (b) Bor, (c) Ufa, (d) East Siberian Steamship Agency, (e) Seleginsk, (f) Upper Amur Steamship Agency, (g) Lower Amur Steamship Agency.

	a	b	c	d	e	f	g
Cotton	4	10	23	4	11	37	43
Wool	4	10	23	3	11	36	42
Silk	4	12	25	3	12	35	48

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	a	b	c	d	e	f	g
Yarn	1	3	6	1	0	9	11
Sewing cotton	9	22	24	6	22	64	86
Socks	4	11	--	3	12	35	44
Hosiery	3	10	--	2	11	311	40
Leather shoe cloth	4	10	24	3	12	30	39
Laundry soap	2	4	5	1	4	9	12
Tobacco	12	20	45	--	--	--	--
Matches	2	5	13	--	--	--	--
Perfumes	4	10	16	--	--	--	--
Toilet soap	2	8	8	--	--	--	--
Felt boots, pairs	150	800	625	--	--	--	--

V. Measures for Wintering the Fleet

(26) At the beginning of the month of October NKRF-Moscow issued instructions on the assembly of the fleet in definite berths for the winter. They emphasized the following points:

1. Remaining work with respect to preparation of subject harbors is to be conducted under the personal guidance of the chiefs of the steamship agencies in the shortest time possible.
2. Final preparations for accommodating the Fleet is to be reported within ten days. The following is to be carried out.
 - (a) all berths will be equipped with communications equipment,
 - (b) chiefs of berths will be appointed,
 - (c) the berths are to be supplied with fuel, light, provisions, and accommodations. (Note: The provisions shall be complete for the total berthing period before the cold weather sets in).

(27) Personnel who become available through the closing down of transportation in the winter will be assigned to shipyard, plant, and forest employment.

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Individual offices are to assign to this work the following personnel:

Office	Shipbuilders	Timber Cutters
Ust Usa	20	360
Pechora Steamship Agency	--	100
Gorkij	250	1445
Kujbyshev	100	1085
Molotov	400	9 50
Kirov	--	340
Ufa	20	2 90
Uralsk	--	50
Novosibirsk	170	1200
Omsk	120	8840
Krasnoyarsk	250	3 30
Ulan Ude	--	90
Khabarovsk	250	1600

(28) Personnel still remaining there shall be assigned to repair work on ships and to the agricultural enterprises as technicians. The ships themselves are to be given a full overhauling during the winter.

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